



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION



SR 240 CORRIDOR

- PHASES
- COST
- TRAFFIC
- OPEN HOUSES

AUGUST 20TH 1998

JULY 22ND 1999

MARCH 29TH 2001

FEBRUARY 18TH 2004

DESIGN ALTERNATIVES

SR 240 CAUSEWAY ALIGNMENT

- I. EQUAL WIDENING EAST AND WEST
- II. WIDENING ALL TO THE WEST**
- III. WIDENING ALL TO THE EAST
- IV. WIDENING WITH SHIFTING CROWN TO WEST

DESIGN ALTERNATIVES

RICHLAND Y INTERCHANGE

- I. TIGHT DIAMOND
- II. PARTIAL CLOVERLEAF
- III. DUMBELL (DUAL) ROUNDABOUT
- IV. SPUI
- V. **ROUNDABOUT; PARTIAL CLOVERLEAF**

EVALUATING THE ALTERNATIVES


- **GEOMETRICS**
- **CAPACITY / LEVEL OF SERVICE**
- **COST**
- **ENVIRONMENTAL**
- **CONSTRUCTABILITY**
- **RIGHT OF WAY**
- **MAINTAINABILITY FACTOR**



DESIGN CHALLENGES

- ENVIRONMENTAL
 - WETLAND IMPACTS
 - MITIGATION PLANS
 - DOCUMENTATION & PERMITS
 - SOIL CONTAMINATION
(FORMER GAS STATION SITE)
- TRIBAL ISSUES
 - YAKIMA NATION & CONFEDERATED TRIBES
OF THE UMATILLA INDIAN RESERVE
- RIGHT OF WAY ACQUISITIONS
 - IMPACT TO PROPERTY OWNERS

DESIGN CHALLENGES

- INITIATIVE 695 / 5¢ GAS TAX
INCREASE IN 2003 
- WIDENING OF EXISTING
POST-TENSION 182/14 BRIDGE

ENVIRONMENTAL COMMITMENTS

- **CREATED 10.2 ACRES OF WETLAND HABITAT**
- **ENHANCED 5.6 ACRES OF WETLAND HABITAT**
- **PRESERVATION OF 0.7 ACRES OF NATIVE VEGETATION**
- **CONNECTIVITY STRUCTURE / ANIMAL X-ING**
- **BICYCLE / PEDESTRIAN PATH**
- **OFF-SITE MITIGATION AT AMON CREEK**

PHASE 1

BYPASS ADDED LANES

- \$4.5 MILLION
- CONSTRUCTED IN 2001
- NOISE WALL



PHASE 2

- **YAKIMA RIVER STRUCTURES**
- **CONSTRUCTION STARTED MAY 2003**
- **CONSTRUCTION COMPLETED IN 2005**
- **\$22.9 MILLION**









CONSTRUCTION CHALLENGES

- IN WATER WORK WINDOW
- TRAFFIC
- WEATHER (COLD, HEAT)
- OBSTRUCTIONS DURING
SHAFT EXCAVATION















SEP 28 2004



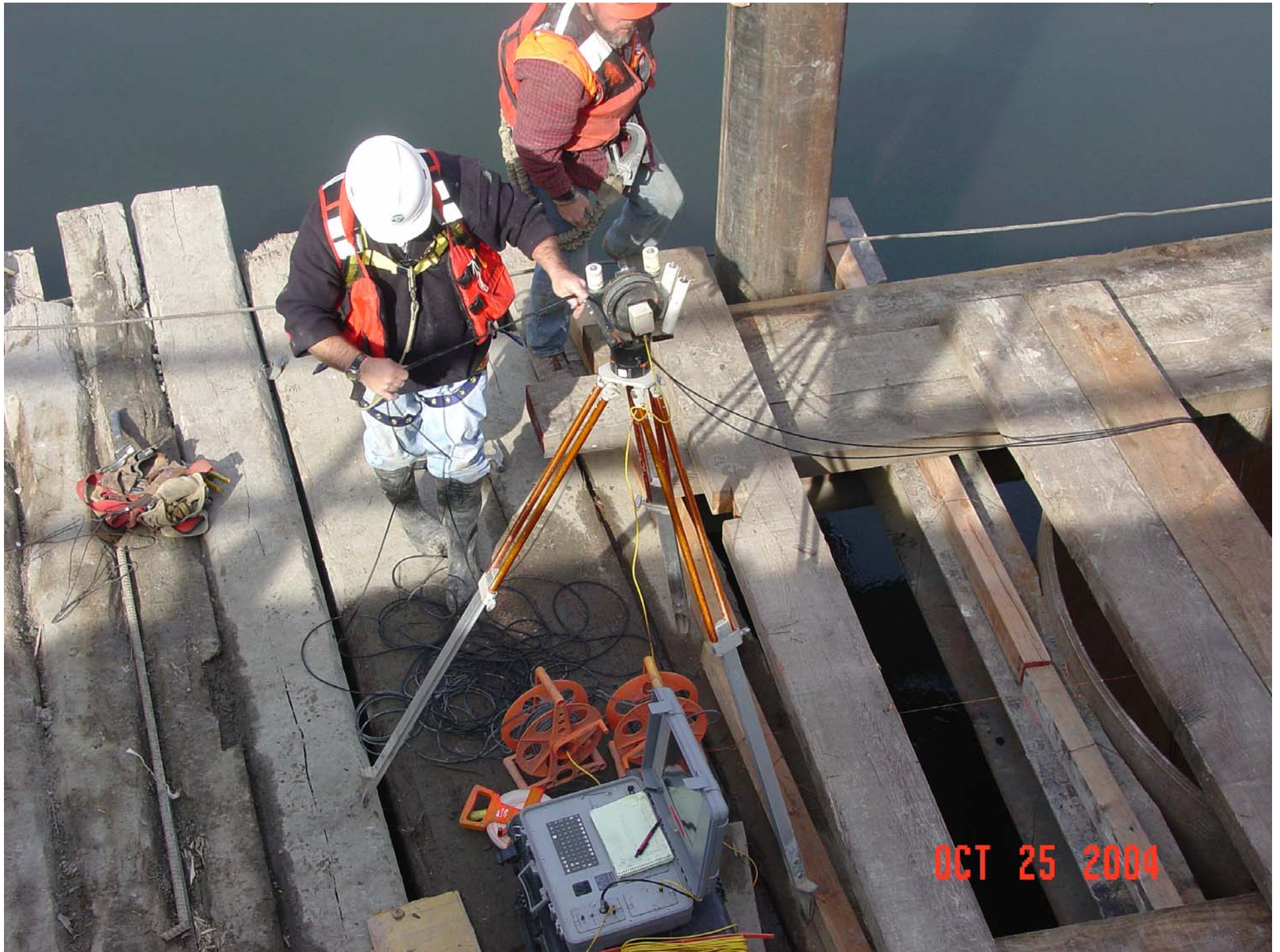












OCT 25 2004

































PIGEON DROPPING CLEANUP COSTS: \$280,000.00







SEP 7 2004















2 12 2005

PHASES 3 & 4

GEORGE WA WAY TO COLUMBIA CENTER BLVD I/C
CONSTRUCTION BEGAN IN APRIL 2005
\$59.5 MILLION



**IT'S YOUR NICKEL.
WATCH IT WORK.**





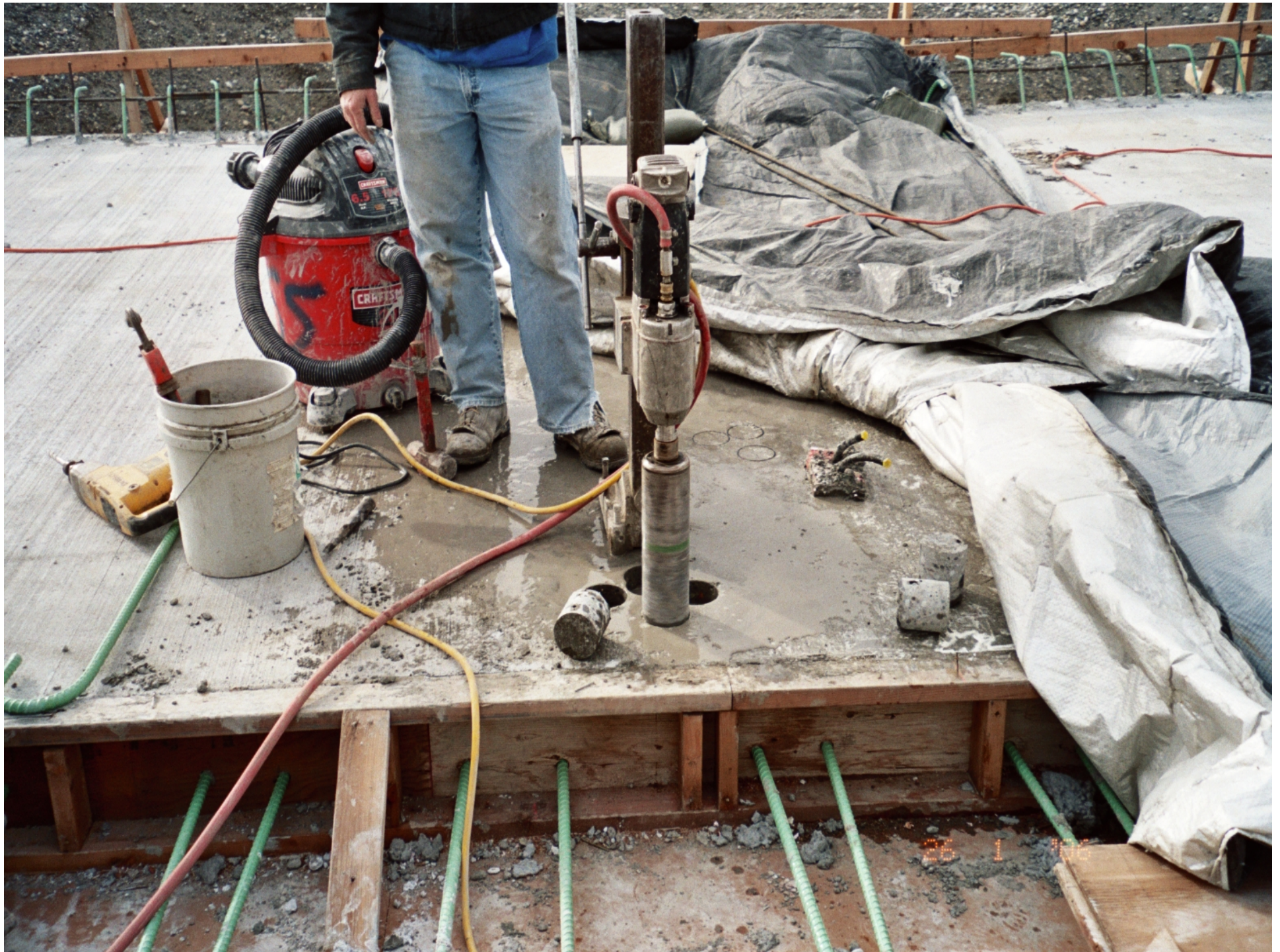




































Proposed



Proposed

























SR 240 – Tri-cities Additional Lanes

Richland Wye Roundabout



Why build a roundabout?

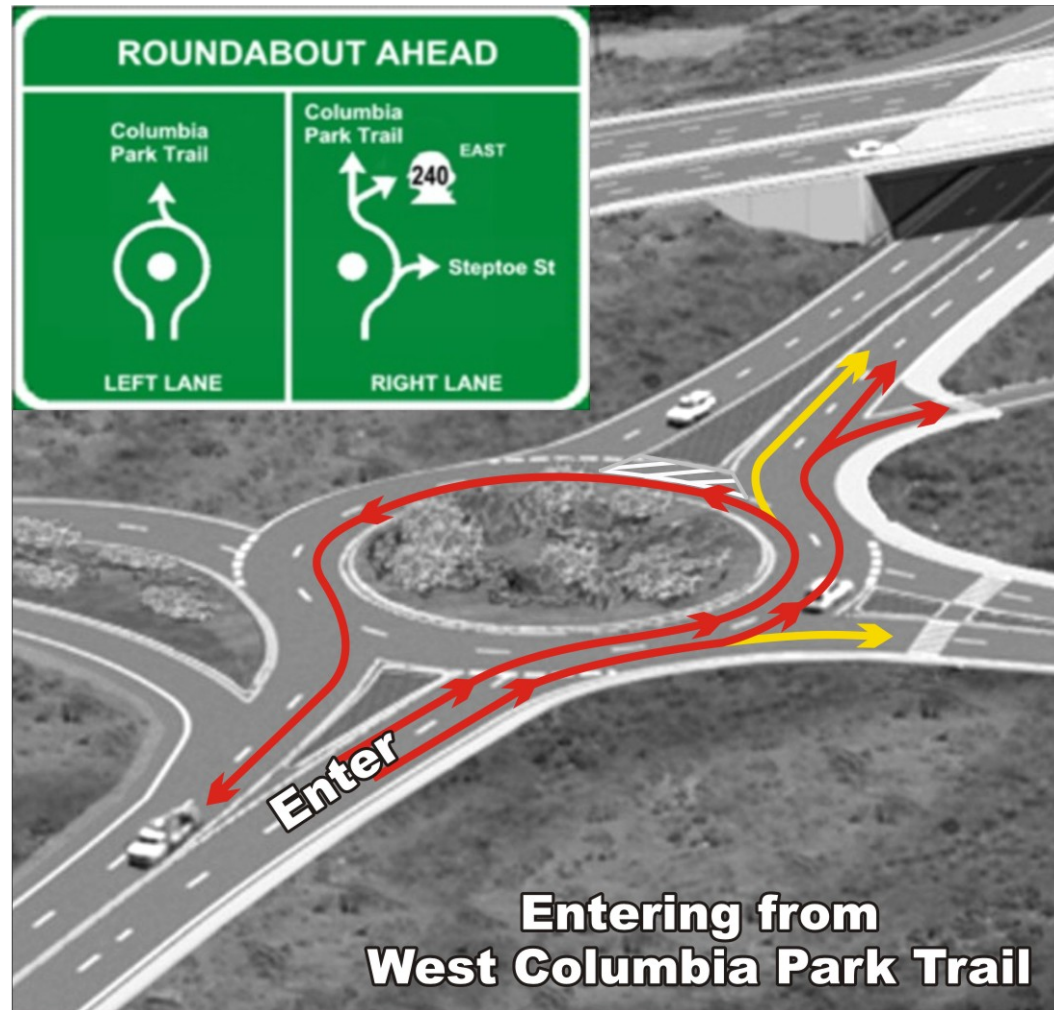
■ Safety

Studies show that roundabouts are significantly safer than traffic signals. People drive more slowly through a roundabout, reducing the frequency and severity of accidents. In addition, drivers can no longer run a red light or turn left in front of oncoming cars, actions that can result in severe or fatal injuries.

The Insurance Institute For Highway Safety reports that roundabouts sharply reduce crashes. Researchers at Ryerson Polytechnic University found a 39 percent overall decrease in crashes and a 76 percent decrease in injury-producing crashes. Collisions involving fatal or incapacitating injuries fell as much as 90 percent.

■ Economic and Environmental Benefits

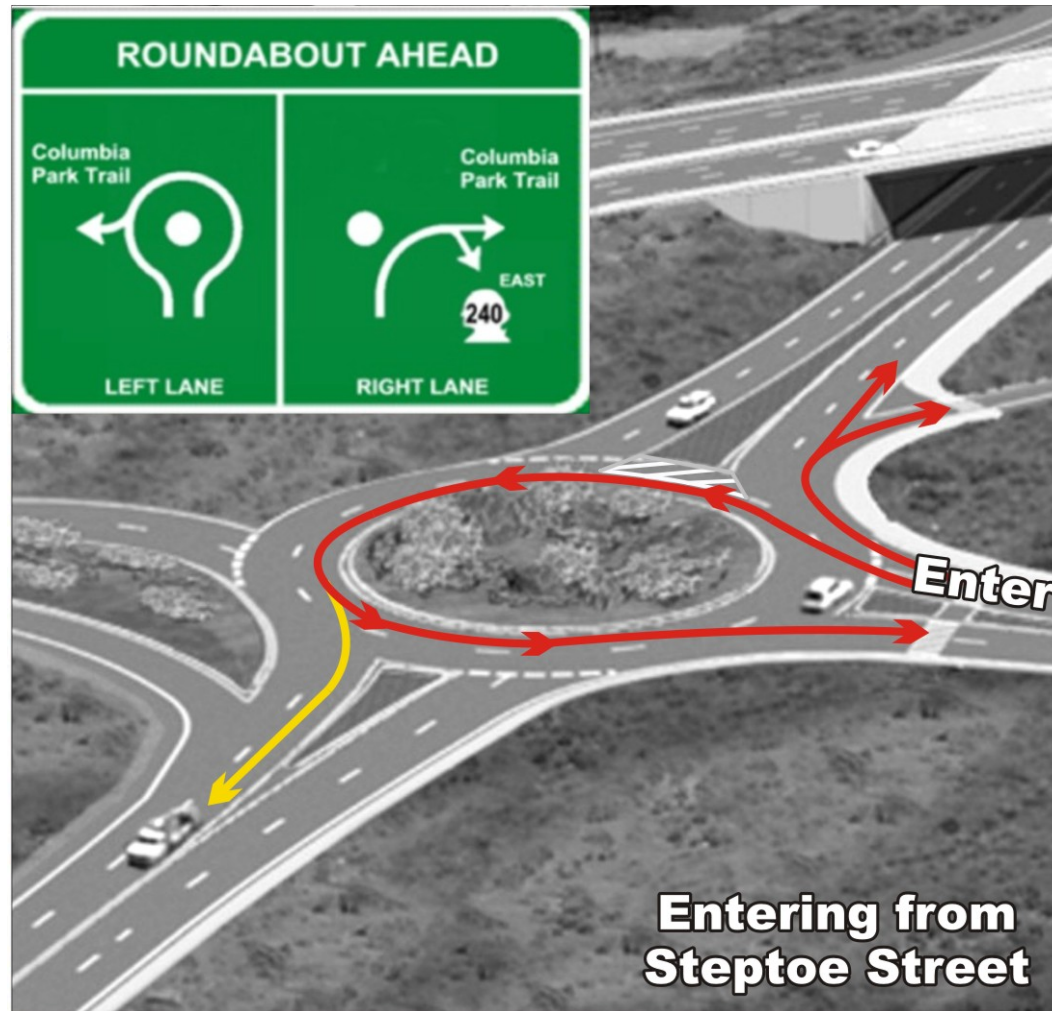
Roundabouts are more economical and environmentally friendly than intersections with traffic signals. Roundabouts eliminate maintenance and electricity costs associated with traffic signals. Fuel consumption and air pollution decrease due to the significant reduction in wait time. Traffic moves through the intersection more quickly because motorists simply yield rather than stop and wait for a green light.



How to navigate the roundabout:

- Approach in the left lane to turn left or go through.
- Approach in the right lane to turn right or go through.
- It is not necessary to change lanes in the roundabout.





How to navigate the roundabout:

- Approach in the left lane to turn left or go through.
- Approach in the right lane to turn right or go through.
- It is not necessary to change lanes in the roundabout.

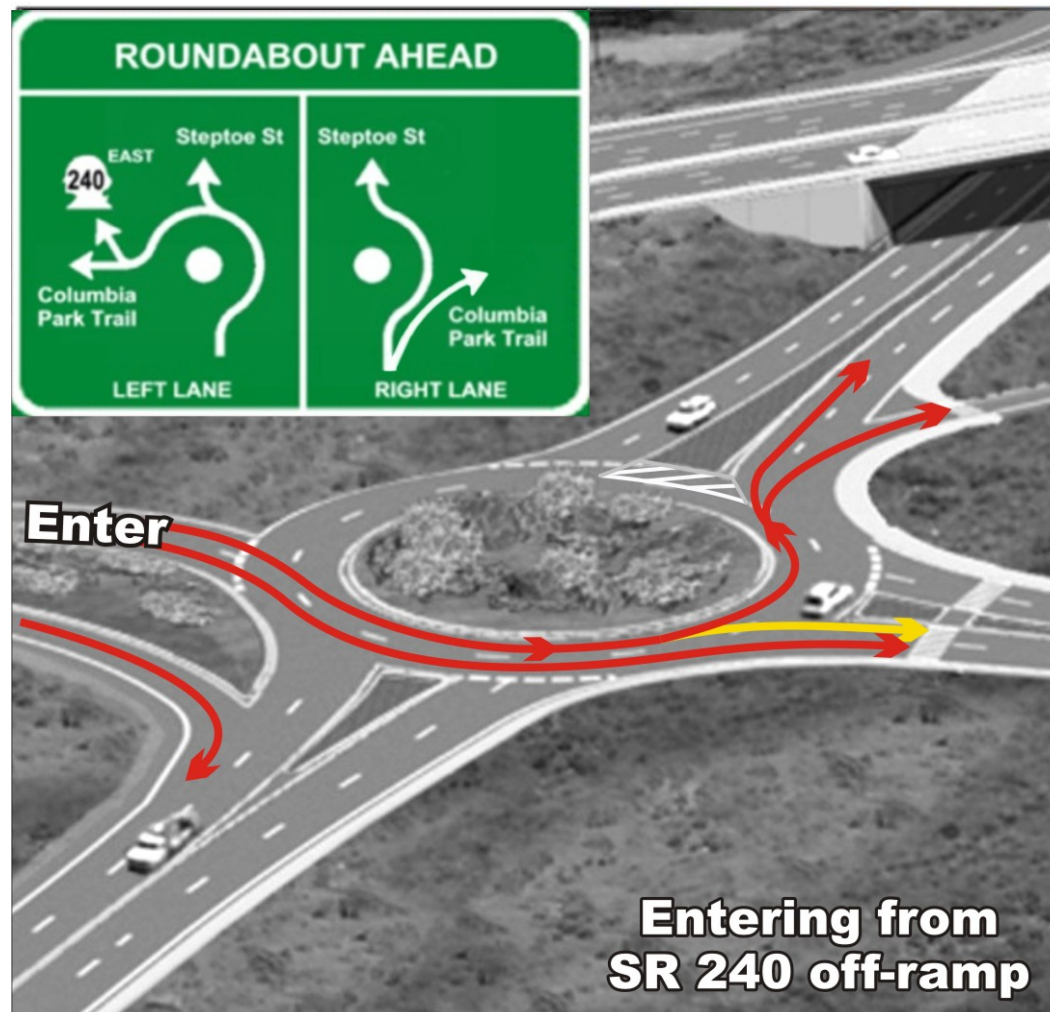




How to navigate the roundabout:

- Approach in the left lane to turn left or go through.
- Approach in the right lane to turn right or go through.
- It is not necessary to change lanes in the roundabout.





How to navigate the roundabout:

- Approach in the left lane to turn left or go through.
- Approach in the right lane to turn right or go through.
- It is not necessary to change lanes in the roundabout.



